

MUST ABOLISH REVENUE CUTTERS, SAY VESSEL MEN

Taft Economy Idea, Applied to Service, Causes Surprise and Consternation.

CALLED "WOFUL" AND "DEPLORABLE"

Marine Men Point to Long Record of Rescues and Millions of Property Saved.

MODEL FOR OTHER NATIONS

Quote Secretary MacVeagh's Recent Praise of "This Daring and Constantly Useful Service."

Utter astonishment that President Taft should seek to abolish the revenue cutter service as a step in the campaign of economy was expressed in shipping circles yesterday. That he should think of such a move at all, much less seriously, was a cause of consternation.

That President Taft should consider that the saving of \$1,000,000 would in any way offset a lack of the coast protection and assurance of safety now afforded by the service to passengers who travel up and down the coast was characterized as "woful" and "deplorable" by many officials of steamship companies and in several cases the criticism was much stronger.

President Taft's recommendation that the revenue cutter service be abolished caused persons interested in the American merchant marine to gasp when they read in the HERALD yesterday morning that he had sent a message on the subject to Congress. Unable for the moment fully to comprehend the force of the blow directed at their interests, they were further astounded to read that in his message to Congress the President not only commended the Commission on Economy and Efficiency, but also recommended that a further appropriation to carry on its work.

Mr. Taft's Recommendation.
One of the findings of this commission was that the revenue cutter service offered a possible field for saving \$1,000,000 if it were to be abolished, and in reviewing this report the President said:

"One of the reports is upon the revenue cutter service, which costs the government more than two and one-half million dollars each year. In the opinion of the commission its varied activities can be performed with equal or greater advantage by other services. The commission therefore recommends that it be abolished. It is estimated that by so doing a saving of not less than \$1,000,000 a year can be made."

The revenue cutter service at present has twenty-six vessels in commission along the North Atlantic coast of the United States and about an equal number distributed among the Great Lakes and along the Pacific coast. It is under the direction of Captain Ellsworth P. Berthoff, who is in Washington.

It is the revenue cutter which usually is first to reach a wreck or aid a vessel in distress and the little craft keep a sharp lookout for derelicts and partially submerged wrecks that may endanger steamships and sailing vessels which ply up and down the coast.

Calla Idea Deplorable.
"The idea is deplorable," said Mr. Pendleton. "The revenue cutter service is the only aid the American government ever sends to American shipping, and to abolish it would mean practically taking away a system which has had a natural development along lines which tend to safety to life on coastwise and foreign shipping. I can't begin to tell you how valuable it is to the service it is at present."

"The cutter goes to vessels in distress, destroy derelicts and keep constant watch of the coast, and this latter is a thing which does more to safeguard property and lives than the rescue of individuals and crews and ships. The cutters also watch the lighthouses and if anything goes wrong with the signals they know it first and remedy it."

Mr. Pendleton went on to say that in the destruction of derelicts the work of the United States revenue cutter service was watched by all other governments, and pointed out the fact that Germany is building five vessels of the Seneca type. The Seneca was built after a great deal of agitation by the marine boards of the various cities along the coast.

"In the salvage of vessels," Mr. Pendleton continued, "no private company would or could be as efficient as a cost of such a number of cutters would be greater than the salvage money, and there would be cases where the payments would be so small that such a company would be the vessel become derelict rather than stir to rescue it."

Wrecks Due to Derelicts.
"Up to five years ago our company had lost sailing vessels which were lost because they struck derelicts, and we are only one company in many hundred."

"If the government wants to save money let it cut down the expenses of harbor appropriations and the vessels it keeps in its work. Or let it cut a bit off the navy and army appropriations. We have a navy to protect our merchant marine, in theory, but if we lose our merchant marine what good is the navy? And the revenue cutter service does more to protect the merchant marine than all the battle ships in the world."

"And I want to say a word about Captain Berthoff. I am sure that every merchant vessel feels he is a man to whom we owe a great deal. He is the man in the position who can do the most good, and if Mr. Taft's remarks are in any way directed against him, I think the President is the loser."

"There is not a man who has anything to do with coastwise shipping, or with foreign for that matter, who does not heartily endorse the present service and who does not want it to remain as it is."

Aids Fifty Vessels in Two Months.
The activity of the service during the last two months, when the whole stretch of the North Atlantic coast from the Grand Banks to Florida has been ravaged by severe storms, has shown its real value, according to persons who are conversant with the matter. Putting into harbor only for coal, water and provisions, the cutters have been at sea for practically all of that time, and more than fifty distressed vessels have been aided.

Fears of Dynamite in Lawrence Bring Appeal for 1,000 More Strike Troops



LEADER PLEADING WITH STRIKERS AS THEY FACE SOLDIERS' BAYONETS.

Citizens' Committee Threatens to Call for Regulars if Militiamen Are Not Sent.

BAYONETS STOP PARADE

Ten Thousand Workers Are Turned Back When They Try to Invade the Mill District.

[SPECIAL DESPATCH TO THE HERALD.]
LAWRENCE, Mass., Thursday.—Alarmed by the discovery last night of a plot to kill Governor Eugene N. Foss and blow up the armory and several of the big mills, a committee of business men called to-day on Colonel E. Leroy Sweetser, in command of the 500 militiamen here, and demanded that at least one thousand more troops be brought to Lawrence at once.

In the minds of most of the bankers, merchants and manufacturers there is no doubt of the intentions of the anarchists, who met here late Tuesday night, to destroy property and lives in an effort to settle the dispute over wages which has kept 25,000 textile operatives out of the mills since Friday. If the troops asked for are not sent it is said an appeal may be made to the War Department at Washington for a regiment of regulars.

The State and city police, who have been scrutinizing every person arriving by train or trolley, have not been able to discover any dynamite or bombs, but the rumor is persistent that there are many bomb throwers in town and that they will begin operations when they can find a way to penetrate the lines of militia which are constantly guarding the mills. Fearing that the strikers may attempt to seize tons of dynamite stored in city buildings for use in case of fire emergencies, the Chief of the Fire Department, D. E. Carey, asked Colonel Sweetser to store the explosive at the armory until the strike is over.

Thinks Force Is Ample.
Colonel Sweetser, while taking every possible precaution to guard against dynamite outrages, does not believe that the situation is as serious as is generally thought. He told the Citizens' Committee that the strikers must stand in the line of the strike is settled within the next two or three days, but he admits that his men are exhausted from continuous day and night duty in the mill district and that the strikers stand it longer than the remainder of the week.

"If the strike is not ended by Saturday we will have more men here," he told a group of business men.

In almost all of these cases the crews have been saved from death, while the value of the cargoes saved runs into millions of dollars.

With the aid of wireless telegraphy the efficiency of the service has been more than doubled, declare its advocates, not only as far as saving lives and property is concerned, but in destroying derelicts. It is now possible for the captain of the steamship who sights a derelict to communicate immediately with the cutter nearest him, and the latter to reach the derelict before wind and tide have carried it out of position.

In speaking about the value of the cutter service and President Taft's suggestion that it be abolished, A. E. Raven, president of the Board of Marine Underwriters and of the Atlantic Mutual Insurance Company, said:

"It would be a woeful mistake if the revenue cutter service were abolished. Instead they ought to increase it along the present lines as much as possible."

Service of Inestimable Value.
"The service is of inestimable value in the saving of lives and the recovery of property, and whatever it costs it is money well spent."

"If this is not considered by Mr. Taft there is another side. So efficient have they been in the past the cutters seem to have been lost sight of in connection with their work of suppressing smuggling, but let them be abolished—a thing which I hope will never occur—and I think the government would lose through just this smuggling more than the whole service now costs."

"The government ought to aid the merchant marine to this extent at least. It does little enough with the mail contracts, which in many cases do not pay enough to the steamship companies to cover the cost of transportation of the mail sacks to the piers."

"There is another side to the usefulness of these little vessels. In case of war they are of value as dispatch boats and as lookouts along the coast. For that contingency they are indispensable."

"If the government wants to economize there are plenty of larger opportunities than in the revenue cutter service."

The president of the Atlantic Carriers' Association, to which belong all companies owning and using sailing vessels, is Fields S. Pendleton, of Pendleton Brothers, No. 131 Pearl street. Mr. Pendleton has been in the shipping business for more than thirty years—longer, in fact, than the

HERALD reporter to-night. Despite the Colonel's opinion the Citizens' Committee left the armory far from satisfied.

Mill agents and owners have all been threatened with death, and few of them venture into the mill district.

"You had better keep under cover for the present," Colonel Sweetser said to one of them over the telephone from the armory. "You are a marked man."

Word was sent to Colonel Sweetser by a man whose name he will not divulge that an Italian organization had doomed to death Lieutenant John E. Davis, of Lowell militia company. Lieutenant Davis led a detachment which yesterday drove a mob of strikers out of the mill district at the point of bayonets. The warning was taken so seriously that Davis, an orderly, but he was at his post near the Everett mills all day.

"They may get me," he said, "but until they do I am going to stay right here and perform my duty."

Bayonets Halt Marchers.
A band of ten thousand Syrian strikers, led by Farris Marad, of the Commercial Syrian Press, of Lawrence, attempted to invade the mill district this morning, but was driven back with bayonets by men of Company C, Sixth regiment, of Lowell, in command of Captain George W. Peterson. Colonel Sweetser and Major Sargent appeared and Marad was warned that further attempts to cross the military lines would mean a bayonet charge, followed by bullets.

Twenty thousand strikers paraded through the principal streets this afternoon singing the "Marseillaise," cheering their leaders, jeering soldiers and hooting at men and women who have refused to leave the mills. In front of the Arlington and Everett mills, neither of which are in the closely guarded territory, chunks of ice were hurled at militiamen, but none was struck.

Joseph J. Ettor, organizer of the Industrial Workers of the World, who is leading the strike, addressed the strikers at a mass meeting in front of City Hall before the parade started and advised them to refrain from making any disturbances.

The Governor's residence was again guarded to-night on all sides. All persons passing through the street were carefully scrutinized by policemen.

While the Governor himself laughed at any fears for his safety, Dudley M. Holt, his secretary, declared that information had come from six trustworthy sources to the effect that at a secret meeting anarchists had sent to New York for bomb throwers to come to Massachusetts and attack Governor Foss and other officials as a form of protest against the sending of the State militia to Lawrence to keep order among the striking mill men.

A Great Help to Shipping.
"Men interested in shipping will oppose the abolition of the revenue cutter service to their utmost," said C. W. Crane, of C. W. Crane & Co., of No. 28 South street. "I think it is the greatest help to the shipping industry."

Mr. Crane, whose company controls more than two hundred vessels, called yesterday to a meeting at the Herald yesterday. It said: "On behalf of the master, crew and owners of the schooner Estelle we desire to express appreciation to officers and crew of the revenue cutter Yamacraw for towing the schooner Estelle, January 12, from sea to safe harbor at Charleston, S. C. The schooner had lost her mast and sails, so the assistance of the Yamacraw was timely and valuable."

Many similar letters are received by Captain Eddy, in charge of the service in New York, but it shows the way the cutters are of daily service to the shipping industry.

A. C. Padden, of Homer & Padden, steamship agents, said: "I am surprised and amazed to hear that any one contemplates for a moment the abolition of the revenue cutter service. Such a step would be a menace to shipping, and if in its economy the government is going to stop something that will cost many lives we had better go on being wasteful."

Attention was called yesterday to the fact that the idea of saving money by abolishing the revenue cutter service is not shared by one of the Cabinet. In his last report, Franklin MacVeagh, Secretary of the Treasury devoted some space to just this point. In writing of a program for providing new vessels for the service he said:

"A comprehensive scheme of this kind is necessary in order to maintain the maximum efficiency of this important branch of public service, and I recommend that hereafter two vessels be authorized each year in order to replace worn out vessels or those which otherwise have become useless for the constantly increasing demands of this service."

"This service is not only being organized, but thorough reconsideration of all its features and activities is resulting in an improved organization and a still greater efficiency."

"I cannot too warmly express my admiration for this high minded, daring and constantly useful service."

turbances. He had promised the officers and the Mayor that there would be no more about the city to-night that the strike has been settled by the mill men agreeing to pay a fifty-six hour rate of wages for fifty-four hours' work, but this is denied by the strike leaders and employees. The mill owners have told Colonel Sweetser that they will only discuss the question of wages when all their employees have voluntarily returned to work.

Strike committees are seeking means to provide food and clothing for the destitute. One hundred weavers in the Lawco Mill quit work to-day and joined the strikers.

TROOPS AGAIN GUARD GOVERNOR FOSS' HOME

Massachusetts Executive's Secretary Tells of Bomb Throwing Plot Details.

BOSTON, Mass., Thursday.—The body guard, which for the last twenty-four hours has accompanied Governor Foss to protect him from possible attack by dynamiters, moved from the State House late to-day and followed close to the Chief Executive as he motored to his home in Jamaica Plain.

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3 SAILORS COSTLY BATTLE WITH SEA

Hatches Carried Away and Wet and Swelling Jute Threatened to Burst the Vessel.

SEA POURED OVER DECK

Steel Booms Swung Over Men as They Worked to Re-Cover the Hatchways.

"She looks as though she had gone to the bottom of the sea and come up again."

Such was the opinion expressed yesterday along the South Brooklyn water front when men saw the freight steamer Kurema, home from the Far East after the most tempestuous voyage yet recorded in all the tales of bitter weather at sea that have been brought to this port in the last six weeks.

The Kurema lost three of her men and her decks were swept of everything that boarding seas could tear loose. Her fore-castle head and poop deck carried litter of tortured and twisted metal, her hulls on both sides of her two wells were hanging broken over the side, and she was as devoid of paint everywhere as though she had in truth "gone to the bottom of the sea and come up again."

The crew told the story of her voyage, how on the worst night of all her hatch covers had been carried away by a great wave and how the crew then fought for hours to control the cargo of jute, which had so swollen when the sea poured in upon it that it bulged up through the decks, threatening to burst the vessel.

Heavy clouds of smoke poured from the jute, and man after man was carried below insensible before improvised hatch covers were lashed in place. This was accomplished after tons of water rolled across the deck and steel booms loose on the foremast, swung uncontrolled overhead.

The Kurema left Calcutta on November 2, was at Colombo on the fourteenth and passed through the Straits of Gibraltar on December 10. Fair weather was enjoyed for a few days and then wind and sea rose together.

On the night of December 15 the Kurema ran into weather that stayed with her until her arrival here. A sea came over the bows, picked up the donkey engine from the fore-castle head, dropped it on the steamship's raised structure amidships, and then rolled overboard. With two of the bow and a long section of rail almost instantly afterward a second sea climbed aboard from astern and took three ventilators and the hand steering wheel. Two sailors were thrown from the deck after the wheel was carried away. The decks were clear again were picked up for dead. They recovered, however, in a week and were with the ship when she arrived yesterday.

Plunging along, partly under water, the Kurema held her own until January 4, when the sea took her hatch covers. Captain Jackson was on duty with both of his mates.

William Corey, her first officer, said yesterday that his crew, which were of steel, were carried away by sheer force of the sea.

"It was as though the sea had come aboard with crowsbars," he said. "It climbed in over the port bow, took away the forward hatch cover as though the pieces of steel were paper, and then rolled aft and picked off the other cover. In a jiffy sea water was pouring into the hold through both hatchways, and we had either to get them covered again at once or lose our vessel."

"We were two hours at it with steam pumps, keeping the hold fairly clear. Two steel booms, which had been lifted from their crutches, were swinging over our heads, with only a foot to spare. It is difficult to explain how men manage to accomplish what they do in emergencies. I don't know how we got the hatch covers finally. Vapors thick like tar smoke were given off from the wet jute, and then, finally, everything was secure. Three men were carried below, senseless. They all died in a week and were buried at Philadelphia, where we put in a day before coming here."

Continuing, Mr. Corey told how on the night the new hatch covers had been put on they had to be taken off again, because the wet jute had swollen so that it seemed certain it would burst through the decks. A fairly quiet day favored the work of a second refastening of hatches, but when the sailors first released the swelling jute it rolled up through the hatch covers like rising bread.

SOCIALISTS FAIL TO ENLIST MINERS

CRAZED MAN, ARMED, RUNS WILD AT SEA

Cook of the Santa Marta, Affected by Heat, Battles with Four Before He Is Overpowered.

Passengers on board the Santa Marta, of the United Fruit Company's service, were reminded of the turbulent days of the Spanish Main during the voyage to this city from the West Indies by the antics of John McFarland, one of the cooks. McFarland became crazed in the heat of the galley and, armed with a big knife, ran wild around the deck.

The possibility of danger at the hands of McFarland first was recognized last Saturday when he attacked a pantryman. He was subdued and by the next day seemed to have recovered. However, he was kept under guard yesterday while the vessel was approaching Sandy Hook, he eluded his watchers and appeared on deck with a knife. He was subdued only after a fight lasting half an hour. The purser, two stewards and Dr. Henry Vernon, the ship's surgeon, overpowered him at the risk of their lives. He has been taken to Bellevue Hospital.

FISHING FLEET IS FREED.

Eighteen Gloucester Vessels Are Believed to Have Escaped from Field of Packed Ice.

CURLING, N. F., Thursday.—While all the eighteen vessels of the Gloucester fishing fleet which were imprisoned by ice at the Bay of Islands are believed now to be clear of the ice fields and well started on their return home, seven vessels of the fleet are still at Bonne Bay. The latter have little chance of getting clear until the United States revenue cutters Gresham and Androsswin, which are on their way here, are able to smash a channel through the ice pack.

Touring World to Study Fever.
Dr. Joseph Wislizen, of the faculty of Dublin University, who is making a trip around the world to study the tropical fevers of all countries, arrived in this city yesterday on board the Santa Marta, of the United Fruit line. He has been in the West Indies, and will visit the Philippine Islands, India and Egypt.

Promotion for Mr. Pye.
Mr. Arthur W. Pye, who for many years has been connected with the Clyde and Mallory Steamship lines, and for the last two years has been acting for them in the capacity of general passenger agent, has been appointed passenger traffic manager of both lines. Mr. Pye will continue to have his offices in New York city, where he is considered an authority on coastwise passenger traffic matters.

Cuban Intervention Cry Is Traced to Exploiters

Washington Officials See Hope of Personal Gain Behind Repeated Moves to Make Action by the United States Necessary.

PRESIDENT GOMEZ WARNS THE VETERANS

HERALD BUREAU, No. 1000 STREET, NEW YORK, Washington, D. C., Thursday.

With the evident desire of all Cuban patriots, stirred by President Taft's threats of intervention in the island republic, to bury the hatchet and save the country's independence, the attention of officials here is turned toward another element which has to be reckoned with in Cuban politics whenever intervention is mooted. This is the contingent made up of Cubans, foreigners and Americans which would like nothing better than to see the United States intervene in Cuba because of the financial and commercial gain which they believe would accrue to themselves.

This movement has proved all the more difficult to deal with because its advocates do not act openly, but confine their machinations to indirect and cleverly concealed schemes which even the shrewdest diplomats cannot always fathom. Fear that these advocates of intervention will make some play to bring American military forces into Cuba in spite of the wishes of the United States and Cuban governments exists here and is giving concern to the Latin-American experts of the State Department.

During Mr. Stimson's visit to Cuba, as on previous occasions, Cuban officials have attempted to sound the depth of this sentiment, there was little definite information obtainable on the subject. Living under Cuban laws and recognizing the patriotic and an important adjunct to their commercial success, property owners, commercial houses and business interests have carefully refrained from expressing any opinion or committing any act which would subject them to criticism as openly favoring American intervention. Yet in a general way it is common gossip in Havana, State Department officials say, that the business and commercial interests and the American property holders are constantly looking forward to American intervention as the one thing needed to insure business stability and put money in their pockets.

Want Only Good Government.
Sugar, tobacco and fruit are the chief industries, named in the order of their relative importance, in Cuba. Americans own many of the largest sugar plantations, while the tobacco interests are affiliated with the so-called Tobacco Trust and the United Fruit Company controls the fruit business. It is common to these interests would all doubtless profit financially by increased stability of the government, but the dominant feeling, it is explained, among the responsible owners is that "good government," whether Cuban or American, is all that is needed.

The banks in Cuba, which include the Cuban National Bank, the Cuban Trust Company, with much of their stock owned by Americans; Upman & Co., owned by Germans and Cubans; Gelata & Co., the Banco Espanol and a branch of the Canadian Bank, reflect, it is said here, this better sentiment for good government, but with an underlying feeling that Uncle Sam's war is a few years off and the best guarantee of this "good government" is the "good government" of the United States. "It is a fact," it is said here, "that the Cuban people are not interested in the political firebrands with which the great danger is believed to lie in some of the offshoots and less responsible business affiliations of these interests, who have a tendency to mix American business with the political and business circles of the United States. It is the French revolutionary brand and who believe that the end justifies the means."

So far there has been nothing more direct in the way of encouraging American intervention than by providing some of the political firebrands with funds to keep the agitation alive in the hope that constant political turmoil may bring in the strong arm of the United States. Señor Acovado, who started trouble last year, was said to have received financial

support from Americans who hoped for intervention. Cuban company's assets.

Every new hint of American intervention brings out a fresh crop of volunteers, who, for their own interests and the interests of their associates, are ready to do what they can to help their cherished idea along.

Mr. Knox, Secretary of State, held an hour's conference to-day with Mr. Stimson, Secretary of War, over the present Cuban crisis. Mr. Stimson also made two visits to the White House, where he conferred with President Taft. Following his first visit he said he felt convinced that intervention by the United States would not prove necessary.

CUBAN PRESIDENT WARNS THE VETERANS

[SPECIAL DESPATCH TO THE HERALD VIA COMMERCE, CABLE COMPANY'S WIRE.]
HAVANA, Thursday.—Cuba is getting her second wind. President Gomez, at first frightened at the possibility of intervention by the United States, is now using President Taft's memorandum as a club over the veterans and spreads the idea that it represents Washington's support of his administration.

Washington makes no concrete demands, but President Gomez interprets the memorandum to demand the abandonment of the veterans' campaign. Señor Nunez resists this because it would mean the loss of his importance.

Some camps throughout the country are disbanding on their own initiative, but hothouses in Havana plan to persist in the campaign.

The memorandum is accomplishing no reconciliations. It merely has started a grand "gabfest," in which divisions and hatreds are accentuated.

General Menocal is among the generals summoned from the provinces for consultation in the formulation of Cuba's reply to Washington, although no reply is deemed necessary by the nature of the memorandum. The business elements here are utterly disgusted—with Washington, with President Gomez and with the veterans alike.

WARNS LATIN AMERICA AGAINST INTERVENTION

[BY MEXICAN CABLE TO THE HERALD.]
MEXICO CITY, Mexico, via GALVESTON, Texas, Thursday.—That the time has come for South American republics to voice strong disapproval of the intervention policy of the United States government was the declaration made here to-day by Dr. Manuel Ugarte, Argentine poet and propagandist for Spanish-American union. He was referring to the recent ultimatum to President Gomez of Cuba.

"Up to this time the United States has always intervened as a result of some revolution or disturbance which threatened to imperil American interests in the country," said Dr. Ugarte. "But in the case of Cuba it is different. Cuban intervention means a frank confession of the tricks of international politics which the United States has used to keep its hands in the past. It is necessary that Latin America prepare to beat back the unjustified advance of the enormous power which dreams of uniting the new world under its banner."

Dr. Ugarte, who came here for a lecture tour, is widely known in his ideas on strengthening of ties among South American countries and against what he terms the imperialist policy of the United States. In view of the fact that on his arrival here he gave information to the Latin American press that the tone of his speeches would be anti-American.

Condemnation of the action of the United States was expressed by Dr. Luis Sanmari, Cuban Chamber of Deputies here.

"The United States' right to intervene is only to sustain the government's guarantee of independence or give adequate protection to life and property, or carry out the obligations of the Paris treaty," said Dr. Sanmari. "None of these reasons can be given to Cuba. Cuba is peaceful and every class of constitutional guarantees has been assured to the citizens."

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